

Application No. 10/801,694
Amendment Dated November 9, 2007
Reply of Office Action of August 9, 2007

Docket No.: 0505-1280P
Art Unit: 2618
Page 2 of 13

AMENDMENTS TO THE DRAWINGS

One sheet of Replacement Drawings is attached herewith, in which FIG. 3A. has been amended to properly designate seat surface 91 and internal member 92 of the vehicle seat 90.

REMARKS

Applicant thanks the Examiner for the thorough consideration given the present application. Claims 1, 3, 7, 9, 11, 15, 17, 20, and 22-27 are currently being prosecuted. Claims 1, 9, and 17 are independent. The Examiner is respectfully requested to reconsider his rejection in view of the Amendments and Remarks as set forth hereinbelow.

Amendments To The Specification

Paragraph [0032] of the specification has been amended to provide antecedent basis for the claimed subject matter. No new matter has been added.

Amendments To The Drawings

One sheet of Replacement Drawings is attached herewith, in which FIG. 3A. has been amended to properly designate seat surface 91 and internal member 92 of the vehicle seat 90.

Rejection Under 35 U.S.C. § 103(a)

Claims 1, 3, 7, 9, 11, 15, 17, and 20 stand rejected under 35 U.S.C. § 103(a) as unpatentable over Johannes (NL 9101758) in view of Yassin et al. (U.S. 6,505,780). This rejection is respectfully traversed.

Arguments regarding Independent Claims 1, 9, and 17 as Previously Presented

Independent claim 1 as previously presented includes a combination of elements including primary vehicle seat that is directly attached to the vehicle, and that the tag is located adjacent to a front or rear of the seat so that a distance between the tag and an outside of the seat is small such that the identification information of the vehicle can be obtained via a tag reader placed near the tag attached inside the primary vehicle seat. Independent claims 9 and 17 as previously presented include similar features in a varying scope.

These features are supported at least by Figures 2 and 3A. For example, Figure 2 illustrates the vehicle seat is a primary seat 90 that is directly attached to the vehicle, and Figure 3A illustrates the tag being located adjacent to a front or rear of the seat (see positions 71a or 71f) so that a distance between the tag and the outside of the seat is small such that the identification information of the vehicle can be obtained via a tag reader placed near the tag attached inside the primary vehicle seat.

By contrast, as the Examiner concedes, Johannes does not teach the tag attached inside said resin member of said vehicle seat. The Examiner then points to Yassin et al. (column 5, lines 19-30) alleging that this document makes up for the deficiency of Johannes.

However, as can be understood from Yassin et al. column 5, lines 19-30, this document merely discloses a RFID tag 2 configured to be carried by the driver of a vehicle to unlock the door of the vehicle, in which case the RFID reader 1A is positioned appropriately. Alternatively, if the RFID tag 2 is not used to unlock the vehicle, the RFID reader 1A may be placed inside the vehicle, such as within or near the driver's seat.

Nowhere do Yassin et al. provide any hint that the RFID tag 2 is attached inside the seat (resin member) of the vehicle, as required by each of claims 1, 9, and 17 of the present invention.

At least for the reasons set forth above, the combination of elements set forth in each of independent claims 1, 9, and 17 is not taught or suggested by the combination of references cited by the Examiner, including Johannes and Yassin et al.

Therefore, independent claims 1, 9, and 17 as previously presented are in condition for allowance.

Dependent Claims

The Examiner will note that dependent claims 22-27 have been added to set forth additional novel features of the present invention. All dependent claims are now in condition

for allowance due to their dependence from allowable independent claims, or due to the additional novel features set forth therein.

For example, each of dependent claims 22, 23, and 24 has been added to include a combination of elements to further clarify the positional relationship of the tags and the seat surface 91 and the internal member 92 of the vehicle seat 90.

For example,

a first one of the tags is located adjacent to a front of the seat that is directly attached the vehicle so that a distance between the tag and the front of the seat is small such that the identification information of the vehicle can be obtained via a tag reader placed near the first tag , and wherein a second one of the tags is located adjacent to a rear of the seat that is directly attached the vehicle so that a distance between the second tag and the rear of the seat is small such that the identification information of the vehicle can be obtained via the tag reader placed near the second tag (*as set forth in added claim 22 of the present invention*);

wherein the vehicle seat includes an internal member extending between a front and a rear of the vehicle seat, wherein a front side of the internal member faces substantially in a forward direction, and a rear side of the internal member faces substantially in a rearward direction, wherein a first one of the tags is disposed on the front side of the internal member so that a distance between the first tag and a forward side of a seat surface of the vehicle seat is small such that the identification information of the vehicle can be obtained via a tag reader placed near the first tag, and wherein a second one of the tags is disposed on the rear side of the internal member so that a distance between the second tag and a rear side of the seat surface of the vehicle seat is small such that the identification information of the vehicle can be obtained via the tag reader placed near the second tag (*as set forth in added claim 23 of the present invention*); and

wherein a first one of the tags is located adjacent to a front facing portion of a seat surface of the vehicle seat so that a distance between the first tag and the front facing portion

of the seat surface is small such that the identification information of the vehicle can be obtained via a tag reader placed near the first tag, and

wherein a second one of the tags is located adjacent to a rear facing portion of the seat surface the vehicle seat so that a distance between the second tag and the rear facing portion of the seat surface is small such that the identification information of the vehicle can be obtained via the tag reader placed near the second tag (*as set forth in added claim 24 of the present invention*).

These features are supported at least by Figures 2 and 3A, and paragraph [0032].

As pointed out above, Yassin et al. merely disclose an RFID reader 1A inside a vehicle seat, and fail to disclose or suggest that tag 2 is disposed inside the vehicle seat.

CONCLUSION

In view of the above remarks, it is believed that the claims clearly distinguish over the patents relied on by the Examiner, either alone or in combination.

If the Examiner believes, for any reason, that personal communication will expedite prosecution of this application, the Examiner is invited to telephone Carl T. Thomsen, Registration No. 50,786, at direct line (703) 208-4030 in the Washington, D.C. area.

If necessary, the Commissioner is hereby authorized in this, concurrent, and future replies to charge payment or credit any overpayment to Deposit Account No. 02-2448 for any additional fees required under 37.C.F.R. §§1.16 or 1.14; particularly, extension of time fees.

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Respectfully submitted,

By 

Paul C. Lewis
Registration No.: 43,368
BIRCH, STEWART, KOLASCH & BIRCH, LLP
8110 Gatehouse Road
Suite 100 East
P.O. Box 747
Falls Church, Virginia 22040-0747
(703) 205-8000
Attorney for Applicant

Attachment: One Sheet of Replacement Drawings (FIGS. 3A and 3B)
One Annotated Sheet



App No.: 10/801,694
Inventor: Toshio YAMAGIWA
Title: VEHICLE
ANNOTATED SHEET

Docket No.: 0505-1280P

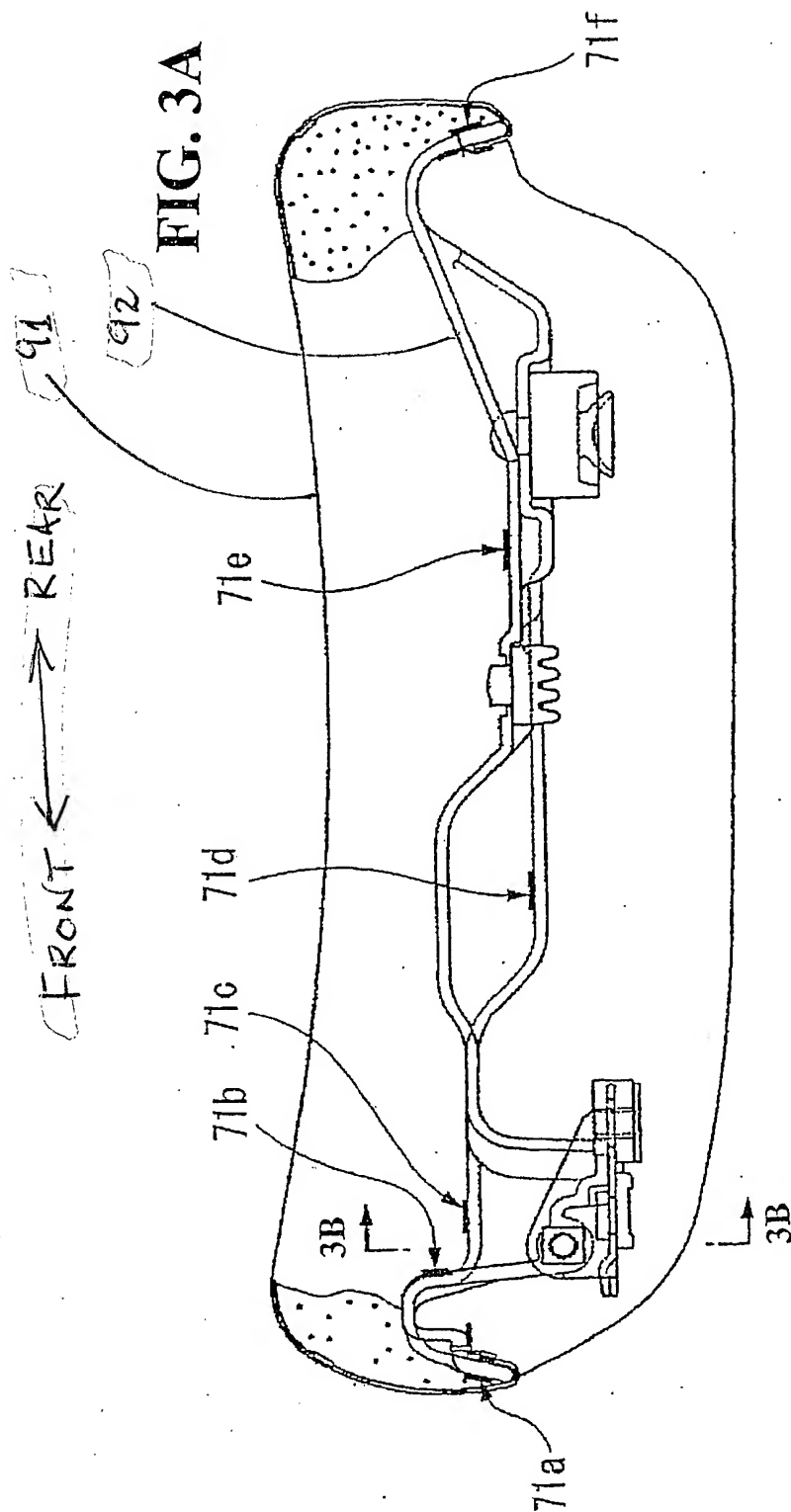


FIG. 3B

